

CITY OF CARLISLE
SPECIAL CITY COUNCIL MEETING

Monday, December 5, 2005, 7:00 P.M.
Carlisle City Hall Council Chamber

Officials present were: Mayor Randleman, Councilmembers Drew Merrifield, Allen Wiese, Pat Stump, Blair Dewey and Frank Shultz and City Administrator Neil Ruddy. Also present were Jon Konzett and John Calhoun of Calhoun-Burns and Associates. Mayor Randleman presided.

The initial alternate review and recommendations for a grade separation with the Union Pacific Railroad were reviewed. The reasons to consider a grade separation are be able to deliver public safety services to the residents and businesses east of the tracks when a train is blocking the crossing and to provide unrestricted access to approximately 60 acres of potential development area east of the tracks. The design criteria are a 23'9" vertical separation as well as SUDAS and IDOT structural standards and Corps and IDNR drainage requirements. The alternatives are School Street which would require a 400' x 39' bridge and about 2,100' of total length, Park Street to Jefferson Street which would require a 190' x 39' bridge and about 3,000' of total length, Garfield Street to Jefferson Street which would require a 151' x 39' bridge and a 176' x 39' bridge and about 3,500' of total length and Arthur Street to Highway 5 which would be impractical because of the need to either raise the elevation of Highway 5 or change the alignment of the railroad. The preferred alternative is Garfield to Jefferson.

The use of Chapter 346.8 of the Iowa Code to require railroads to contribute to the cost of overpass construction and the Washington County case against the Iowa, Chicago and Eastern Railroad that is testing the enforceability of the Iowa Code were discussed. The issue is whether the County's police power or the railroad's interstate commerce clause protection takes precedence. The Federal District Court and the 8th Circuit Court of Appeals both determined that public safety takes precedence over interstate commerce and found in favor of the County and the Railroad decided not to appeal to the U.S. Supreme Court. The issue will be submitted to a contested case hearing before the Iowa Department of Inspections and Appeals in April 2006. Other funding sources in addition to the railroad would be the Surface Transportation Program through the MPO, the Iowa DOT rail/highway crossing program, the Iowa DOT RISE program, federal earmark funding and tax increment financing.

The next step would be to develop type, size and location drawings and a cost estimate for the preferred alternative. These can be submitted to the railroad, the review agencies and the funding agencies. The probability of increased rail traffic due to the development of new deep water ports in Mexico and the planned upgrade of the UP line to a passing track every 10 miles as well as the risk of not being able to deliver emergency services to the area east of the tracks and the use of a web cam to document crossing blockages were discussed. Motion by Stump to DIRECT CALHOUN-BURNS TO PREPARE A PROPOSAL TO DEVELOP TYPE, SIZE AND LOCATION DRAWINGS AND A COST ESTIMATE FOR THE GARFIELD TO JEFFERSON ALTERNATIVE. Seconded by Wiese. Roll call vote: Stump – Aye, Wiese – Aye, Merrifield – Aye, Dewey – Aye, Shultz – Nay. Motion carried by a 4-1 vote.

The placement of a used steel truss bridge over the North River at the Scotch Ridge Center for bicycles and pedestrians was discussed. A feasibility study on the relocation of the Warren County bridge over the South River at 150th Avenue would cost approximately \$5,000.00. The 2006-07 budget memorandum was received and filed.

Motion by Shultz to adjourn at 8:55 P.M. Seconded by Dewey. Roll call vote: Shultz – Aye, Dewey – Aye, Merrifield – Aye, Stump – Aye, Wiese – Aye. Motion carried by unanimous vote.

Ruth Randleman, Mayor

Attest:

Neil Ruddy, Administrator/Clerk